

ESTABLISHED 1881.

*Sole Agents for the*  
**UNITED ASBESTOS COM-**  
**PANY, LT'D. LONDON.**  
**DODWELL, CARLILL & Co.,**  
*General Agents.*

二月二十日英港香

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## Today's Advertisements.

### HONGKONG RIFLE ASSOCIATION.

#### LONG RANGE CUP AND SPOONS.

A COMPETITION for the above will be held TO-MORROW, the 3rd instant, at 3 P.M.  
RANGES.—700 and 800 yards.  
Ten Shots and one Sighting.  
Entrance Fee for Cup \$1.  
Entrance Fee for Spoon 30 cents.  
MOWERAY S. NORTHCOTE,  
Hon. Secretary.  
Hongkong, 2nd December, 1898. [15]

#### WANTED.

TOYO KISEN KAISHA.

DOCTOR for S.S. "NIPPON MARU" to sail for SAN FRANCISCO, December 15th.

Apply to

J. S. VAN BUREN,

Agent.

Hongkong, 2nd December, 1898. [141]

VERNON OSBORNE

late Pianist

RUSSIAN OPERA CO.,

Nagasaki.

Open for engagements for DANCES, SMOKING CONCERTS, &c.

Populi taken.

Apply ROBINSON PIANO CO.,

Hongkong.

2nd December, 1898. [1408]

#### JUST OPENED.

A NOTHER parcel of Raphael Tuck's XMAS AND NEW YEAR CARDS of various and pretty designs and descriptions.

Also

XMAS SPECIALITIES.

Cadbury's Chocolate Sweets.

Callard and Bowser's Sweets.

French Sweets.

Tom Smith's and Budge's Bon Bons.

Xmas Cakes and Plum Puddings.

H. RUTTONJEE,

13 & 15, D'Aguilar Street, Hongkong,

and 21 & 23, Elgin Road, Kowloon.

Hongkong, 2nd December, 1898. [1410]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA."

Captain Milroy, will be despatched for the above Ports, on SUNDAY, the 4th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 2nd December, 1898. [1404]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Chartered Steamship

"TAICHOW."

Captain Primrose, will be despatched for the above Ports, on TUESDAY, the 6th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 2nd December, 1898. [1409]

"MOGUL" LINE OF STEAMERS.

FOR YOKOHAMA AND KOBE.

THE Steamship

"MOGUL."

Captain Bailey, will be despatched as above on THURSDAY, the 8th instant, at 5 P.M.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 2nd December, 1898. [1407]

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN.

THE Company's Steamship

"DEUCALION."

Captain Branch, will be despatched on FRIDAY, the 9th instant, at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd December, 1898. [1412]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUTSANG."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 2 P.M. the 3rd instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 2nd December, 1898. [1415]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, SOUTHAMPTON AND SINGAPORE.

THE Company's Steamship

"INABA MARU."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before NOON TO-DAY.

Goods not cleared by the 9th instant will be subject to rent.

No Fire Insurance has been effected.

All ship-damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company and sent in this Office within ten days after the vessel's arrival here, after which no claims will be recognized.

NIPPON YUSEN KAISHA.

Hongkong, 2nd December, 1898. [1416]

## Intimation.



A. S. WATSON & CO., LIMITED.

## FLOWER AND VEGETABLE SEEDS.

FOR THE SEASON 1898/1899.

Orders are executed from New Stocks only.

Priced Catalogues with Hints for Gardening can be obtained on Application.

These SEEDS are supplied to us by the best growers in the World. It is particularly requested that care be taken when sowing and supervision exercised over Chinese gardeners, whose incompetence in dealing with the Seeds may sometimes lead to disappointing results.

## CLAY'S FERTILIZER

Supplies natural nourishment to the soil

IN TINS

10lbs. each ... .. \$1.75

25lbs. each ... .. \$4.50

## RANSOME'S LAWN MOWERS.

The Best and Cheapest Machines in the Market. Supplied at Manufacturers' Prices.

## FERRINGER'S MANUAL OF GARDENING FOR THE TROPICS.

PRICE \$7.50

A. S. WATSON & CO., LD., THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

## DEATH.

At his residence, at Gaiyang, Singapore, on 22nd November, JOHN MURRAY FROST, aged 40 years.

## The Hongkong Telegraph

HONGKONG, FRIDAY, DECEMBER 2, 1898.

## NOTES AND COMMENTS.

We are pleased to note from the Reuter's message which we publish to-day that the British Government are evidently determined to lose no time in organising the Chinese regiment for Weihai-wel. The telegram is rather vague, the statement made being to the effect that the officers and non-commissioned officers detailed to assist Colonel Boxer in his task are to leave on the fifteenth instant, while the wire is dated November 30th. This is probably a mere slip and the date of departure intended to be indicated is doubtless the 15th of the present month, otherwise the departure of the party would have been notified sooner. As yet there is no news of a British regiment having been detailed for service at the port, but this will probably follow in the ordinary course of events, for it is hardly to be imagined that the defence of so important a position would be left entirely in the hands of a regiment of Chinese, and of the few marines now stationed there.

This action on the part of the Government does not appear as though the importance of Weihai-wel was undervalued and we shall in all probability shortly see the northern port acquiring some degree of importance. A large distilling plant sent from home is now awaiting shipment for there, and we presume that the necessary barracks and other buildings for the accommodation of the garrison will be taken in hand as soon as the return of the mild weather will permit of such works being commenced. We understand that the Naval Authorities have a very good opinion of our new acquisition and this will mean that we shall see less of the fleet than formerly, particularly during the summer months when the better climate of the north will be an attraction to induce the Commander-in-Chief to keep his squadrons as much at Weihai-wel as possible in preference to Hongkong with its damp and heat.

## REUTER'S MESSAGES.

### THE PLAGUE IN MADAGASCAR.

LONDON, November 30th. Several cases of plague have occurred at Tamatave.

### MR. BALFOUR AT BRISTOL.

Mr. Balfour speaking at Bristol said, that the collective opinion of the Powers at Crete was a happy augury for peace. The French Colonial party alone was the cause of the Fashoda controversy. Our interests were peaceful, but people made an unfortunate mistake if they thought we would shrink from war in the event of our interests being threatened.

### NORTH BORNEO AFFAIRS.

Mr. Cowie speaking at a Borneo dinner said that the Government was recognising the strate-

gic value of Borneo and that the Mat Salleh rebellion was due to a misunderstanding. Mr. Mitchell dwelt on the future of the Borneo tobacco trade and the value of Labuan.

## THE NATIVE REGIMENT AT WEI-HAI-WEI.

Major Bruce and Captain Watson of the West Riding Regiment, together with three other officers, and five Non-Commissioned Officers sail on the 15th instant to join Col. Bower in raising and training a regiment at Wei-hai-wel.

## AUSTRIA AND JAPAN.

The Austrian House of Deputies has passed the Japanese Commercial treaty.

## WEATHER REPORT.

The Observatory report says:—On the 2nd at 11.45 a.m.: The barometer has fallen slightly on the China coast. Pressure is high over the interior of China, low in the S.E. part of the China Sea and in the Pacific, to the Eastward. Gradients moderate to rather steep with very strong monsoon in the N. part of the China Sea. FORECAST:—Fresh to strong N. winds; fine.

## LOCAL AND GENERAL.

For assaulting a woman and damaging her clothes a Chinese accountant was to-day fined \$10 or one month and he was also ordered to pay \$5 as compensation or go to gaol for fourteen days.

At the regular meeting of Zeland Lodge, No. 535, E.C., held last evening, Bro. G. Piercy was elected as W.M. for the ensuing year; Wor. Bro. G. A. Caldwell as Treasurer, and Bro. B. Jorus as Tyler.

At the Kowloon Institute at 9 o'clock to-morrow evening a concert will be given in aid of the Institute funds, an excellent programme has been prepared and amongst those taking part are Messrs. A. C. Van Nieuw, A. D. Sharp, Rumbold, A. J. Farr and W. Musket.

The steamer *Formosa* to-day was dressed fore and aft with gay coloured bunting to celebrate the completion of her 30th voyage on the China coast. We wish the good little ship a long and prosperous continuance and hope she may make as many more voyages to the Eastern Seas.

The V. R. C. Football team go down to Quarry Bay to-morrow to play Taikeo. Kick-off 4.15 o'clock prompt. The following is the team: Goal—Brett. Backs—Tuohy and Gonsalves. Half-backs—Howarth, Craig and Corveth. Forwards—Sah, Henderson, Yale, Taylor and Rose.

According to the *Universal Gazette* Count de Beaure arrived at Nanking on the 19th in company with the Commander and two officers of the French men-of-war, and called upon the Viceroy who received the party very cordially and next day invited them to a dinner at the Yamen.

It is stated that during the recent Japanese military manoeuvres, several officers were injured, being as a rule cut by their own Japanese swords. A proposal has been made in the General Army Staff Department to prohibit the officers from wearing Japanese swords while on active service.

A COOLIE charged with being a rogue and vagabond and with disorderly behaviour was to-day fined \$5 in default three months. He had snatched a woman's bundle from her arm on the Praya Central and dropped it when chased by a Chinese constable in mail. The prisoner has three previous convictions against him.

The Band of the K. O. Regiment will play the following programme at the Officers' Mess, Murray Barracks, this evening, commencing at 8 o'clock:—

Overture, "Borneo Hone" ..... Schubert.  
"Pirates' Life" ..... Schubert.  
"The March of the Princes" ..... Schubert.  
"The March of the Princes" ..... Schubert.  
"The March of the Princes" ..... Schubert.  
"The March of the Princes" ..... Schubert.

AN amusing incident occurred recently in Shanghai. A Chinese in a gay apparel was splashing along on his "bike" when his feet suddenly caught the handles and a retrograde movement brought him flat on the ground. On investigation, he discovered his much cherished *quasi* had caught on the hub of the wheel and was neatly wound up.

The following is from the *Globe*:—During the work of the steeply sloping in Trafalgar Square two working-men stood under Nelson's Column and watched the operations with evident interest. At last one of them murmured, "I wonder what they're doing with that blooming rope?" "Doin' a pullin' of the old Admiral down, of course. He'll be wanted soon."

WHILE there is no occasion to minimise their importance or depreciate their value, to journalistic enterprise, there are good grounds for desisting that in future campaigns the so-called war correspondents may be kept within reasonable bounds and their position be more accurately defined. These salaried recorders of more or less interesting matter and many unconsidered blunders, may then fully realise the extent of their allowed them by the general in command, and the certain punishment which will ensue if they continue to get loose and perhaps endanger an army in their determination to earn editorial approval by prematurely disclosing the secrets of the day. . . . Every man to his trade, and the war correspondent can hardly be blamed for making the most of his, but he will be well-advised if he bears in mind that, great as may be the temporary glory which accrues to him from the transmission of early news, it is more than counterbalanced by the harm such news may work. He is no judge of that; he is a spectator on suffering, and as the existence of the press in no way depends upon the existence of the war correspondent, he will, if he be wise in time, make the best of the facilities afforded him and not arrogate to himself a place in the conduct of every war, or compare himself and his *plum* with that of the soldier, the general, and the diplomatist.—*Broad Arrow*.

an illegal possession of one mace of dress ornaments and also five maces of the raw drug, to-day resulted in a Chinese trader being fined \$30, in default six weeks. Another offender in possession of a lesser quantity was fined \$30 or six weeks.

THE proposal to pay Spain money for the Philippines has its precedent in American diplomacy. The war between Mexico and the United States ended in the defeat of the former, and a large acquisition of territory by the latter as a consequence, but the acquisition was partly an indemnity and partly a purchase, the treaty of Guadalupe-Hidalgo concluding the following provision:—"In consideration of the extension acquired by the boundaries of the United States, as defined in the 5th article of the present treaty, the government of the United States engages to pay to that of the Mexican Republic the sum of \$15,000,000." In addition to the above the United States agreed to pay the claims of American citizens against Mexico amounting to \$3,000,000.

In connection with the celebration of St. Andrews day it may be mentioned that telegrams were despatched in the morning to Societies in Calcutta, Singapore, Yokohama, Kobe, and Shanghai, in the following terms:—"Chief Bell-Irving and Hongkong Scots greet brother Scots.—Forbes, Secretary." In the course of the evening replies were received as under:—

## SHANGHAI.

Caledonians, Hongkong.—Chief Duddeon and Bithers return greetings.—Adamson, Secretary.

Bell-Irving, Hongkong.—Chieflain Mitchell and Bithers Scots send greetings.

## SINGAPORE.

A Gaelic telegram was received from Singapore. It read:—"Sims Greetings. The days we have seen and the days we have yet to see and may we be warm and affectionate friends for ever more.—Taylor."

## THE SCHOOLS SPORTS CONCERT.

In submitting to us for publication the balance sheet of "The Hongkong Schools Athletic Sports Concert" The Hon. Sec. Mr. W. Blayney asked us to tender his thanks to those people who so generously came forward and subscribed, and also to the gentlemen who kindly gave their services in making the Concert such a grand success both financially and socially.

We think we shall be pardoned if we, in the name of the school boys and girls of Hongkong, give Mr. Blayney the thanks which he has justly earned by the energy and perseverance he has displayed both in connection with the Sports and the Concert and perhaps it will not be considered out of place, if we take this opportunity of saying that if it had not been for Mr. Blayney, the school children would not have been able to have Athletic sports every year, there having been a pretty substantial balance on the wrong side on the sports balance sheet which was extremely pleased to see converted to the right side by the concert. Below we have much pleasure in appending the state-ment of accounts of "The Hongkong Schools Athletic Sports Concert."

Total Receipts ..... \$350  
Expenditure ..... \$220  
Profit handed over to Sports Act \$130

## MOB VIOLENCE AT CHINKIANG.

### COMPENSATION PAID TO AMERICANS.

The Chinese authorities at Chinkiang have handed over to Mr. Martin, United States Consul at Chinkiang, Tls. 3,000 as compensation for damage recently done to launches owned by the United States Steam Navigation Co. when the vessels excited the rage of a mob at Yangchow on the Grand Canal.

There are also claims made on behalf of British and German subjects who were the victims of mob violence, but up to the present they have not met with the good fortune that has attended Mr. Martin's efforts on behalf of his nationals.—*Mercury*.

## THE GREAT DRIVE.

[[The following effusion, appearing in the *Singapore Free Press* founded upon historical fact and not merely the imagination of the writer, then it appears that despite the sultry climate, the great Enggor tiger drive ended in a "hooray!"]]

Och! the tigers were shipping round Enggor, and playing.

At eating up bullocks and bonhams and men.

And the hearts of the natives their left ribs were flying.

Some prayed "Kill the brutes!" The rest said "Amen!"

And the Government got up a mighty tamasha,

And asked for the presence of all the good "Shoats."

And the Nimbros they said "Are there sure to be tigers?"

And the Government answered "By Jingo—Yes, Lots!"

And the villagers danced in their keen expectation.

And asked prospective and tigerous diggers.

And gashed about freedom and emancipation,

And damned 'em yaller an' black for a scourge.

And the "Shots" all came flocking to Enggor in dozens.

Including "Stallions" and good "G. P. O."

And all sorts of other smart apartment-like persons.

"How'do do," said the Government, "Just half a mo."

Then it called up the beaters by hundreds and thousands.

And they beat up the jungle, they beat high and low.

And the "Shots" said, "But dash it all, where are the tigers?"

And the Government whispered, "All right! Half a mo."

But the tigers they found the weather too warm for 'em,

And had left for a climate that wasn't so hot.

And the "Shots" they consigned them to some-where till winter.

And went off home muttering, "Tarnation Rot!"

So that's all that happened, the day before yesterday.

At what's currently known as "The Great Tiger Drive."

Where the tigers so cunningly all deliquesced away.

And—Not a trace of the crowd but returned home alive.

JOSE CHINCHINJOSS.

## DISASTROUS FIRMS IN SHANGHAI.

THE STORE OF HALL AND HOLZE, LD., ENTIRELY DESTROYED.

SHANGHAI, November 28th. Saturday night witnessed no less than two big fires in Shanghai, both of which were of the most serious and destructive character. Of these by far the most disastrous occurred on the premises of Hall and Holze, Limited, and obtained such a hold and spread with such astonishing rapidity that in less than an hour it was obvious that the entire block was doomed together with the whole of its valuable contents. The fire was discovered at twenty-five minutes past six, smoke being detected rising from the furniture department which is in close proximity to the kitchen where it originated, access to which is gained by a narrow passage leading from Szechuen Road. The alarm was at once given but before assistance arrived the portion in question was well ablaze, and no doubt on account of the inflammable nature of the goods stored therein, wool, ramble, etc., gave every evidence of developing into a dangerous conflagration. The fire brigade lost very little time in getting the hydrants at work but their task speedily assumed a most difficult aspect. The flames spread towards the front of the buildings in Nanking Road and seriously jeopardised the adjoining tenement occupied by Mr. J. D. Clarke, proprietor of the *Shanghai Free Press*, and Mr. W. R. Kahler of the *Temperance Union*, to say a portion of the block is in peril. Large crowds collected in the streets and the police under Chief Inspector Howard had no little difficulty in keeping the throng from hampering the movements of the firemen. By seven o'clock the fire had taken a firm hold of the entire upper floor and left no doubt as to the ultimate fate of the building. Fortunately a high wind which ruled in the morning had subsided and dropped into comparative insignificance, allaying all anxiety as to the safety of the premises on the opposite side of Szechuen Road. At the same time the conflagration of the *Mercury* premises furnished grounds for the gravest fears, and the effort of the firemen were mainly directed towards checking a spread. An engine in Szechuen Road and the fire boat at the Nanking Road jetty were rapidly got to work and good streams were poured on to the burning mass from practically all sides. No effort however was made by anybody, either in or out of authority, to save any of the stock in the lower floor or basement, and when some time later the galewind rose and fell, leaving with it what remained of the second floor the work of destruction was complete. Notwithstanding its somewhat imposing exterior the ravages of the flames disclosed the fact that the premises were anything but well built. The supports of the upper floor, instead of being steel or iron girders bearing a concrete bed, as one might have expected in the construction of such an important place of business, proved to be wooden beams and as a consequence it was a matter of impossibility to save the basement. Had the outbreak occurred below, the upper floor would have been doomed by the same rule. Before the fire broke out a week and although the burning fiercely the firemen had obtained the mastery and effectually prevented an extension. The *Mercury* office suffered some appreciable damage, the compositor's room being burnt out whilst a portion of the staircase was burnt and a large quantity of paper damaged by both fire and water. The adjacent store of Hung Cheong the well known silversmith and curio dealer was also threatened, but the canny proprietor with the perspicacity of his race lost no time in removing his wares to a place of safety. A number of bicycles from H.M.S. *Plaw* landed and staid him in his performance of this task besides aiding in the work of extinction. As we have already stated it was most fortunate that the wind lent no force to the flames or without doubt the huge and premises abutting from Kiang Road would have shared in the catastrophe. As it was, a window in Messrs. Wisner's tea godown became ignited and had it not been for the prompt action of Mr. Burgoyne who got it under, the ware-house itself might have been demolished. For an hour or more showers of sparks shot upwards from the rapidly disappearing pile and fell uncomfortably near the building at one corner but an eager vigilance on the part of the firemen and many private individuals dispelled whatever grounds for fear may have been engendered. By half-past ten the fire was under absolute control though the firemen continued playing on the wreckage in the basement till well into the small hours of the morning. The damage which is fully covered by insurance will exceed a quarter



## FOOTBALL.

There were two matches yesterday at the Happy Valley. On the Club ground the same team had an encounter with H.M.S. Griffin and succeeded in disposing of them by the satisfactory score of three goals to all, the Club team showing improved form.

The second game was on the natural ground and was between H.M.S. Pigmy and the V.R.C. In the first half the V.R.C., after several attempts, managed to notch a point, through the instrumental aid of Brett.

On the other hand the sailors, though they "had lines" on a couple of occasions, generally found Tuohy and Cameron the V.R.C. backs, too good for them, and they were unable to score. In the second half the Recreation men were again superior but weakness forward prevented them increasing their advantage, so the game ended.

V. R. C. i. Pigmy o.

The V. R. C. record to date is very creditable to our new team and is as follows:—

MATCHES.				GOALS.	
Played.	Won	Drawn	Lost.	For.	Agst.
6	4	1	1	7	8

## SHANGHAI AND THE NORTH.

(From Shanghai Papers.)

A telegram from Hankow reports the sudden failure at that port of a large native bank with liabilities amounting to over 10,000,000.

The harmless surveying operations of H.H.S. Waterwitch at Tientsin have been magnified by French apprehension into a British annexation of the Chinese Archipelago.

The China Merchants' steamer *Touman* arrived at Shanghai on the 25th ult. In tow of the Company's steamer *Fungshun*. They left Amoy at 2 a.m. on the 24th ult. and went through the Hainan Straits, experiencing throughout moderate northerly winds and fine weather.

The sailing ship *Juana* was successfully towed off at 8.30 on the morning of the 25th ult. by the tug *Fuhler*, *Samson*, and *Rock* and brought to Shanghai, and is apparently none the worse for being ashore. She had to slip her anchor and cable but arrangements have been made for recovering the same.

The building of the new Mixed Court at Hongkew has been undertaken by a Cantonese contractor for from 115,000 to 121,000,000. The site is 7 mow in extent and fences have been put up preparatory to building. The work is expected to be completed in March next.

Mr. W. Fred Tyler, the Acting Coast Inspector, announces that the wreck of the *Birk-Apoll*, which was sunk by collision at the mouth of the Huangpu over three years ago, has been cut down to the level of the river bed, and has now a clear depth over it of 22½ feet at low water of lowest spring tides.

When the celebrated Sheng, the Commissioner of Railways, passed Chinkiang on the 18th ult., all the high local officials went to the wharf to see him. He would see no one except Chang, the Taoist of Chinkiang, however.

Native dispatches to the *Shingao* state that a doctor, by name Chou Lien-fong, practicing in Chingpo, has been attending the Emperor daily since the thirteenth of October. Now the medicine, evidently tired of acting the courier so long, has asked and obtained temporary leave of absence in order to see his aged mother. He left Peking on the 25th ult.

According to a letter from Newchwang, the cotton crop this year in Fegien province is poor, only 30 per cent being available for sale by the farmers. In consequence of which the cotton in that port is now sold at the exorbitant price of \$1.60 per package of ten cwt. The poor results of the cotton crop this year are said to be owing to the drought of the last eighteen months. A great deal of distress is anticipated in Fegien province this winter.

A Peking dispatch states that H.E. Hu Yi-tien, Director-General of the Tientsin-Peking and Tientsin-Shanhaiwan Railways, who has been recently relieved from duty at Peking, by being removed from the Governorship of the capital and from attending the Tammul Yamdo, will in future make his headquarters at Tientsin instead of at Peking.

On the evening of the 24th ult., a thief attempted to enter one of the new foreign houses on Kiangsi Road, near the Albany Gardens Shanghai, but being observed by one of the female servants of the house, he was drawn a long knife and stabbed him, also a child who happened to be in the way of his escape. The thief finally effected his escape by way of the roof of the neighboring house, and has not yet been found, although strict search was immediately made for him by the police.

The Directors of the newly-formed Mining and Petroleum Exploitation Company of Szechuan, established by Imperial consent, held their first business meeting recently at Chongking, and to a banquet in the Kiangsu Guild which followed were invited the heads of the coal and charcoal guilds of that city, to arrange amicably as to the sale of the letter of the output of the new Company. The guilds, however, declared that the new Company had no business and on the succeeding day called a meeting of their trades. I consider measures to oppose the new Company's work. Charcoal and coal hoards representing eight provinces were present.

Very strong protests were made by some of the onlookers at the first Hall and Ho's Store at the absence of an attempt to solve the contents of the store, obtaining the books, and the personal effects of son of the employees who lived on the premises. There was plenty of time to remove the whole contents of the ground floor of the store, but the Salvage Corps were at Albany Gardens, and no one else seemed to care whether anything was saved or not, though at the last moment little electro-plate was saved and some lamps.

A postman belonging to the Imperial Post Office at Ningwang was suddenly and summarily arrested the other day by one of the high mandarins in that city and thrown into the district magistrate's *yamen* to be whipped and caged. Upon enquiry by the local authorities as to the reason of such arbitrary conduct it appeared that this postman had been guilty of having delivered to his *accuser yamen*, in the course of his rounds, an official letter which contained whole pages of cutting remarks accusing the receiver of the letter of avarice, extortion, etc., etc. The late mandarin made the unlucky postman responsible for the obnoxious letter, saying that he had no right to deliver such matter to his *yamen*. Arbitrary conduct like this is quite common amongst mandarins in power, and this conduct was, therefore, not surprising, especially as from all accounts the accusations made were deserved. However, the matter was finally made clear to the mandarin by the Commissioner of Customs of Yuen who had been apprised of the affair and explained the position out of his difficulties. Previous to this instance the Imperial Post Office in this country was refused by the bookkeepers of *yamen* unless sent under cover of an official envelope bearing from some other *yamen* or bureau.

## THE ENGOR TIGER DRIVE.

SINGAPORE, November 3rd. The tiger drive for which great preparations have been going on for some time past, took place on Saturday, the 19th inst. The depredations of the tigers amongst the unfortunate village folk of the surrounding *kampung* for some time past, had made it necessary that some attempt should be made to get rid of the brutes and it is a matter of great regret that the drive resulted in no big being made, not only for the sake of the sportsmen who had come from all parts of the Peninsula to take part in the drive, but also, and more especially for the sake of the *orang outang* of the surrounding country who had looked forward to the drive as a means of releasing them from the reign of terror caused by the tigers' ravages in the district. Enggor is a *kampung* on the left bank of the Perak river looking upstream and is at present the terminus of the line which runs from Teluk Anson, and the jungle tigers are supposed to inhabit in on the right hand side of the railway facing from Teluk Anson, within a mile of Enggor Station.

This jungle is roughly in the shape of a horseshoe, being bounded on the curved part of the horseshoe by the Perak river and across the heel a road had been cut through the forest, the idea being to drive the tigers across this road, where they would have to run the gauntlet of the guns stationed there.

This road, which was some two miles or more long, was about fifteen feet wide and there was also a zigzag *run* about 20 feet wide cut along the whole length of it, the *machan* for each gun being on the road and at the apex of each angle of the zigzag *run*, thus giving the guns an excellent opportunity of seeing anything that crossed the line and averting all danger of stray bullets finding their way up and down the line.

Great care had been apparently exercised in cutting the line for the guns, as each man could see his neighbor on his right and left, and nothing could have crossed the line without affording a chance to one of the guns.

On Friday a contingent of sportsmen arrived from Singapore and Selangor, some staying at Kuala Kangsa and some at Ipoh, at both of which places there were a number of Perak *chibans* already assembled.

The guns all went to Enggor, on Saturday morning at about 7 a.m., the Europeans mustering about 40 strong, and in addition Colonel Walker had brought over about 50 of the Perak *Sikhs* from Taiping, armed with Martini carbines, thus making a total of about 90 guns.

A start was made without delay in the direction of the drive, and after the Resident General had explained the general direction of the drive, and allotted to each gun his position, which was marked by a ticket, the whole array started off to take up their respective stations, and every one was at his *machan* and ready to do or die by about 8.30 a.m.

The beaters, who were about 2,000 strong, in the meantime had been taken down to the river side of the jungle, and commenced beating at 9 a.m. From that hour until about 11 a.m. the first faint sound of the gongs carried by some of the beaters began to be heard by the expected guns, they had little to do to amuse themselves, beyond beating with mosquitoes and a small but most persistent species of bee, whose sole aim seemed to be to get into one's eyes, but as they did not seem to be furnished with any stinging apparatus, they didn't do much harm.

To those that take an interest in studying nature, that long wait, until the sound of the beaters first began to be heard at the line of guns, was full of charm; there was always something alive to watch, perhaps it would be a flying lizard gliding from one tree to another, or a chameleon crawling about on a branch, or a snake coiled about in the branches of a tree, or a bird of prey perched on a branch, or a small but most persistent species of bee, whose sole aim seemed to be to get into one's eyes, but as they did not seem to be furnished with any stinging apparatus, they didn't do much harm.

Some of the beaters said that they had moved one tiger and had seen him, and many of them said that they had seen fresh tracks. They all described the country that they had come through as an awful place to walk through, and their fagged out appearance and the dilapidated state of their lower garments showed that their task had not been a light one.

They said that they had come about six miles over several ranges of hills, and that it had been impossible to keep the line of beaters broken, and as large numbers of them came out to single file along jungle paths the last half mile or so of the jungle where probably a lot of game had congregated was hardly touched.

The whole party then retraced their steps towards the railway and met H.H. the Sultan of Perak, waiting at a small *kampung*, where he had most thoughtfully provided liquid refreshments for the thirsty sportsmen, to say nothing of an excellent curry, and some of the best of the refreshments had had due attention a start was made for the train and the party subsequently dispersed at Enggor.

There can be no doubt that everything was done which could be done to make the shoot a success, and so expense was spared to attain this object, but the natural conditions of the country were too much in favour of the tigers.—S. P. F.

## NOTANDA.

## CALENDAR.

DECEMBER.	
Meteorological means based on ten years' observations 1888.	
Barometer	29.85
Thermometer	70.1
Humidity	77
Rainfall	8.58

## TO-DAY.

WEATHER REPORT.	
On date	On date
Barometer	30.10
Thermometer	74
Humidity	67
Rainfall	0.00

TO-DAY.  
Friday, and December, 1898.  
Chinese—19th of 10th moon of 3444 year of Kwong-pi.  
Moon—In Aries 3hr. 8 m.  
High water—Afternoon 1hr. 15 min.  
Low water—Morning 5hr. 30 min.  
Afternoon 5hr. 15 min.  
ANNIVERSARIES.  
1872—St. Francis Xavier died at Sauchuan.  
1805—Battle of Austrelitz.  
1840—Queen Adelaide died.  
1812—Louis Napoleon created Emperor of France.  
1875—Return of Governor Sir Arthur Kennedy to Hongkong from England.  
1895—Dr. Jamieson released on account of ill-health.

TO-MORROW.  
Saturday, 3rd December, 1898.  
Chinese—20th of 10th moon of 3444 year of Kwong-pi.  
High water—Afternoon 1hr. 7 min.  
Low water—Morning 5hr. 30 min.  
Afternoon 5hr. 30 min.  
ANNIVERSARIES.  
1574—Li-ma-hong attacked Manila without success.  
1838—Mr. Tait ordered to leave Canton within 3 days for being in possession of opium.  
1873—The Philippine ports of Legaspi, and Tacloban opened to trade.  
1878—Charles Newman convicted of the murder of Gutterless and sentenced to death at Hongkong Criminal Sessions. British *steamer* *Leona* founded while on voyage from Saigon to Hongkong; over 80 lives lost, several Europeans included.  
1891—Disastrous sale in Hongkong with great loss of life.

## SHIPPING AND MAIL NEWS.

MAILS DUE.  
Australian (*Taiwan*) to-morrow.  
French (*Salasie*) 4th inst.  
Indian (*Cathartes* *Agar*) 6th inst.  
American (*City of Rio de Janeiro*) 9th inst.  
American (*Belgic*) 17th inst.  
American (*Coptic*) 27th inst.

THE TOYO KISEN Kaisha's steamer *Nippon Maru* will leave Yokohama (direct) for this port to-morrow morning, the 3rd inst.

THE Canadian Pacific Railway Co.'s steamer *Empress of India* arrived at Kobe at 11 p.m. on the 29th ult., and left again at 11.30 p.m. on the 30th, for Yokohama, where she was due to arrive at 11.30 a.m. yesterday, the 1st inst.

HONGKONG AND WHAMPOA DOCK RETURNS.  
*Isadora* Port..... at Kowloon Dock.  
*Bathong*..... " " "  
*Tartar*..... " " "  
*H.J.G.M.S. Katur*..... " " "  
*H.M.S. Archer*..... " " "  
*H.M.S. Grafton*..... " " "  
*Doric*..... " Cosmopolitan "  
*Biluna*..... " Aberdeen "

PASSED THE CANAL.  
OUTWARD—Nov. 1st *Bangla*; 4th *Romulus*, *Dionid*, *Salvia*, *Hidalgo*; 8th *Calabria*, *Siberia*; 11th *Fakling*, *Pothos*; 15th *Astoria*, *Radohokira*; 18th *Macchi*, *Wittenberg*; 22nd *Indran*, *Flintshire*; 25th *Indus*, *Portus Hetrack*; 29th *Gilda*, *Malacca*.  
HOMeward—Nov. 25th *Alutis*; 29th *Tristis*.

OH, THE MULTITUDE WHO SAY IT!

SPARKING of another world than this, a certain Book from which so many draw comfort in times of trouble, says: "The inhabitant never saith, I am sick." But in this world the air is full of the weary, wailing cry, "I am sick." "I suffer so." "Can nothing be done to rid me of pain?"

Here is another case of it—another out of a number beyond all counting or imagining. Yet this one got well. Do you want to hear about it? Then read, either for yourself or for someone else. We give the facts exactly as they were given to us. In the early part of 1899 I began to suffer from illness. I had not first had taste in the mouth and belched up a sour, gastric fluid. My appetite was poor, and after eating I had a burning pain at my chest, and palpitation of the heart. I had also a gnawing, grinding sensation at the top of the stomach, with a feeling of sinking as though I were being bodily lowered into a pit. My food never seemed to settle, but repented, and I had to spit it out; this going on until my stomach was empty.

"I lost a deal of sleep at night. I got very weak and thin, losing over a stone in weight; I was so feeble that I could barely drag myself along. As time went on I grew irritable and nervous and took no interest nor pleasure in anything.

"Sometimes better and at other times worse, I continued in this way until August of last year (1899), when I had to give up my employment as collector at the Waterloo Road, and when I had been at work for seven years. At this time I had so bad that I sat in my chair from morning till night, too weak and prostrated to go about. When I did venture out I dare not go alone for fear I should fall down in the street.

At this strange feeling came over me, as if my heart had stopped, and I was dead, and one of those occasions I felt as if I was dying, and said to my wife, 'I am all up with me!'

"During my long illness I consulted several doctors, and they all said my heart was sound, and that the trouble was all from my stomach and liver. They gave me no medicine and recommended a change of air. I therefore went to Blackpool, Scarborough, and Whitby, but was no better either from the change or from the doctor's physio.

"One day a book was left at my house telling about Mother Seigel's Curative Syrup, and I thought it might possibly help me. So I got a bottle from Mr. Webster, chemist, Green Road, and when I had finished that bottle I found relief, for my food no longer repented and the pain at my heart was easier. I kept on with the medicine and soon my appetite returned, and I could eat without feeling any pain or distress. Gradually I improved, getting stronger and stronger every day. I can now eat anything, and do my work with pleasure. I feel quite a new man, and realize that Mother Seigel's Syrup has saved my life. I therefore was truly (Signed) George Hopson, 25, Drywater Terrace, Boundary Road, Leeds, February 8th, 1894.

## Shipping.

STEAMERS.  
NAVIGAZIONE GENERALE ITALIANA, (FLORIO & RUBATINO UNITED COMPANIES).  
STEAM FOR SINGAPORE, PENANG AND BOMBAY. Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.  
ALSO  
VENICE AND TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.  
Taking Cargo at through rates to PERSIAN GULF and BAGDAD, ALSO  
BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship  
"LETIMBRO,"  
Captain Belsito, will be despatched as above TO-MORROW, the 3rd instant, at Noon. At Bombay the Steamers are discharging in VICTORIA DOCK.  
For Further Particulars regarding Freight and Passage, apply to  
CARLOWITZ & Co., Agents.  
Hongkong, 2nd December, 1898. [1395]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR SHANGHAI.  
THE Company's Steamship  
"WHAMPOA,"  
Captain Sales, will be despatched as above TO-MORROW, the 3rd instant, at Noon. For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 2nd December, 1898. [1391]

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND FOOCOW.  
THE Company's Steamship  
"HAITAN,"  
Captain Hall, will be despatched for the above Ports, on SUNDAY, the 4th instant, at Daylight. For Freight or Passage apply to  
DOUGLAS LAFFRAK & Co., General Managers.  
Hongkong, 1st December, 1898. [1401]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.  
FOR MANILA (DIRECT).  
THE Company's Steamship  
"ESMERALDA,"  
Captain G. A. Taylor, will be despatched for the above Port on MONDAY, the 5th instant, at 5 p.m. This Steamer has Superior Accommodation for Passengers, carries a Doctor and is fitted with the Electric Light.

For Freight or Passage, apply to  
SHEWAN, TOMES & Co., General Managers.  
Hongkong, 1st December, 1898. [1403]

"GLEN" LINE OF STEAM PACKETS.  
FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship  
"GLENARTNEY,"  
Captain Frakes, will be despatched as above on or about the 7th December. For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Agents.  
Hongkong, 4th November, 1898. [1312]

OCEAN STEAMSHIP COMPANY.  
FOR LONDON, VIA SUEZ CANAL.  
THE Company's Steamship  
"ORESTES,"  
Captain Palford, will be despatched as above on SATURDAY, the 10th December, at Noon. For Freight, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 28th November, 1898. [1302]

MOGUL-WARRACK-MILBURN LINE.  
FOR NEW YORK, VIA SUEZ CANAL.  
THE Steamship  
"BRAEMAR,"  
will be despatched as above on or about the 14th December, 1898. S.S. "ENERGIA".....About 31st Dec., 1898. S.S. "MOGUL".....15th Jan., 1899. For Freight or Passage, apply to  
DODWELL, CARLILL & Co., Agents.  
Hongkong, 7th November, 1898. [1327]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)  
THE Steamship  
"AIRLIE,"  
Captain Kock, will be despatched as above on THURSDAY, the 13th December, at Noon. The well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewards and a duly qualified Surgeon are carried.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 23rd November, 1898. [1383]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.  
FOR NEW YORK VIA SUEZ CANAL.  
THE Chartered Steamship  
"EIDSVOELD,"  
Captain P. Schlyder, will be despatched as above on or about the 19th December. For Freight, apply to  
JARDINE, MATHESON & Co., Agents.  
Hongkong, 4th November, 1898. [1313]

NOTICE.  
NOTICE RESPONSIBLE FOR DEBTS.  
Notwithstanding the CAPTAIN, the AGENTS, nor the OVERSEER will be RESPONSIBLE for any DEBT contracted by the Officers or members of the Crew of the following Vessels during their stay in Hongkong Harbour:—  
W. H. CONNER, Agent, ship, J. T. Keatinge—  
Stemmen & Co.  
INDOCHINA, Spanish, etc., Rome—Order.

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W. H. CONNER, Agent, ship, J. T. Keatinge—  
Stemmen & Co.  
INDOCHINA, Spanish, etc., Rome—Order.

## Intimations.

WANTED.  
TO rent a FURNISHED ROOM, for single gentleman. Terms moderate from 1st September.  
Apply by letter to  
M.S.  
c/o Hongkong Telegraph Office.  
Hongkong, 30th August, 1898. [1042]

WANTED.  
MARRIED couple want Large ROOM or two small, or would share house, Board optional.  
T. F. H.K. "TELEGRAPH."  
Hongkong, 16th November, 1898.

THE MUTUAL STORES.  
26, 28 & 30, POTTINGER STREET.  
A VERY LARGE AND VARIED SELECTION  
OF  
CHRISTMAS & NEW YEAR CARDS  
INCLUDING  
HANDSOME HANDPAINTED CARDS.

WORTH A GUINEA A BOX.  
BEECHAM'S PILLS  
FOR ALL  
BILIOUS AND NERVOUS DISORDERS  
SUCH AS  
SICK HEADACHE, CONSTIPATION,  
WEAK STOMACH,  
IMPAIRED DIGESTION,  
DISORDERED LIVER,  
AND FEMALE AFFECTIONS.  
ANNUAL SALE SIX MILLION BOXES.  
50 Cents per Box.

Prepared only by the Proprietor:—  
THOMAS BEECHAM, St. Helena, England.  
SOLE AGENTS FOR HONGKONG and the  
EMPIRE OF CHINA:—  
WATKINS & CO.,  
APOTHECARIES' HALL, 66, Queen's Road Central, HONGKONG. [138]

DUMINY & CO  
CHAMPAGNE  
EXTRA DRY  
Carte D'Or  
800  
Carte Blanche  
Billion  
Joml 800  
Chateau de  
Charmilles

Apply to  
Messrs. DODWELL, CARLILL & CO.,  
HONGKONG,  
AGENTS FOR  
M. OPPENHEIMER & Co., Paris.

ANTI CORROSION  
ANTI FOULINGS  
MANUFACTORY  
all sorts of  
OIL PAINTS and COLOUR-WASH  
PREPARED IN ALL COLOURS  
TO SUIT PURCHASERS.  
GENERAL AGENCY.  
BAILEY'S ENGINEERING AGENCY,  
17, PRAYA CENTRAL.  
Hongkong, 14th May, 1898. [129]

KUHN & KOMOR,  
JAPANESE FINE ART CURIOS,  
11 & 23, QUEEN'S ROAD, HONGKONG,  
35, WATER STREET, YOKOHAMA  
and  
36, DIVISION STREET, KOREA.  
Hongkong, 15th March, 1898. [124]

LEVY HERMANOS.  
DIAMOND MERCHANTS, JEWELLERS  
AND WATCHMAKERS.  
Sole Agents in the East for the amalgamated  
CLEMENT, HUBER and GLADSTONE Co., Ltd.,  
DUNLOP TRAYN'S BICYCLES—PRICE \$125.  
A special reliable Watch made for this climate.  
Quality A.....\$125  
Quality B.....\$112  
Quality C.....\$100  
10, QUEEN'S ROAD CENTRAL,  
Opposite the Telegraph Office.

NOTICE TO CONSIGNEES.  
FROM LONDON, PORT SAID, SUEZ  
AND STRAITS.  
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.  
This vessel brings on Cargo:—  
From Italy, ex S.S. *Thames* and *Calidonia*.  
From Madras, ex S.S. *Zaphora*.  
Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.  
Goods not cleared by the 2nd December, at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.  
H. A. RITCHIE,  
Superintendent,  
Hongkong, 26th November, 1898. [1-1-5]

NORTHERN PACIFIC STEAMSHIP COMPANY.  
NOTICE TO CONSIGNEES.  
STEAMSHIP "TACOMA".  
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.  
THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.  
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.  
DODWELL, CARLILL & Co., Agents.  
Hongkong, 28th November, 1898. [1-1-4]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.  
NOTICE.  
CONSIGNEES OF CARGO per Steamship  
"DORIC".  
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.  
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.  
J. S. VAN BUREN,  
Agent.  
Hongkong, 28th November, 1898. [1-1-2]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.  
NOTICE TO CONSIGNEES.  
FROM GLASGOW, BIRKENHEAD AND SWANSEA.  
THE Company's Steamship  
"TRENKAI",  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersecretary before Noon, on the 10th inst. or they will not be recognised.  
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on SATURDAY, the 10th inst.  
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 10th inst. will be subject to rent.  
Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.  
Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.  
Hongkong, 1st December, 1898. [1-1-1]

NOTICE TO CONSIGNEES.  
FROM LONDON, PORT SAID, SUEZ  
AND STRAITS.  
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.  
This vessel brings on Cargo:—  
From Italy, ex S.S. *Thames* and *Calidonia*.  
From Madras, ex S.S. *Zaphora*.  
Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.  
Goods not cleared by the 2nd December, at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.  
H. A. RITCHIE,  
Superintendent,  
Hongkong, 26th November, 1898. [1-1-5]

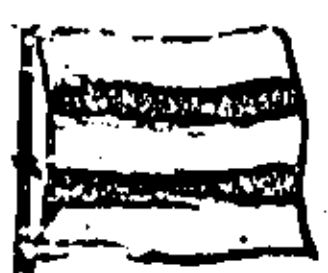
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H. A. RITCHIE,  
Superintendent,  
Hongkong, 26th November, 1898. [1-1-5]



## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU J. S. Thompson	MARSHALLS, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	THURSDAY, 8th December, at 4 P.M.
KANAKURA MARU N. Tienst	NAGASAKI, MOJI, KOBE & YOKO-HAMA	MONDAY, 12th December, at 4 P.M.
SANUKI MARU W. Townsend	MARSHALLS, LONDON, NEW-CASTLE, ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	THURSDAY, 22nd Dec., at 4 P.M.
HIROSHIMA MARU T. Taji	KOBE and YOKOHAMA	THURSDAY, 22nd Dec., at 4 P.M.
OMI MARU C. Young	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 30th December, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA.

Manager.

Hongkong, 30th November, 1898.

## STANDARD OIL COMPANY OF NEW YORK.

THOMPSON AND BEDFORD DEPARTMENT.

Have in Stock and are now offering for Sale a full line of

CYLINDER, ENGINE, MACHINE and SPINDLE OILS.

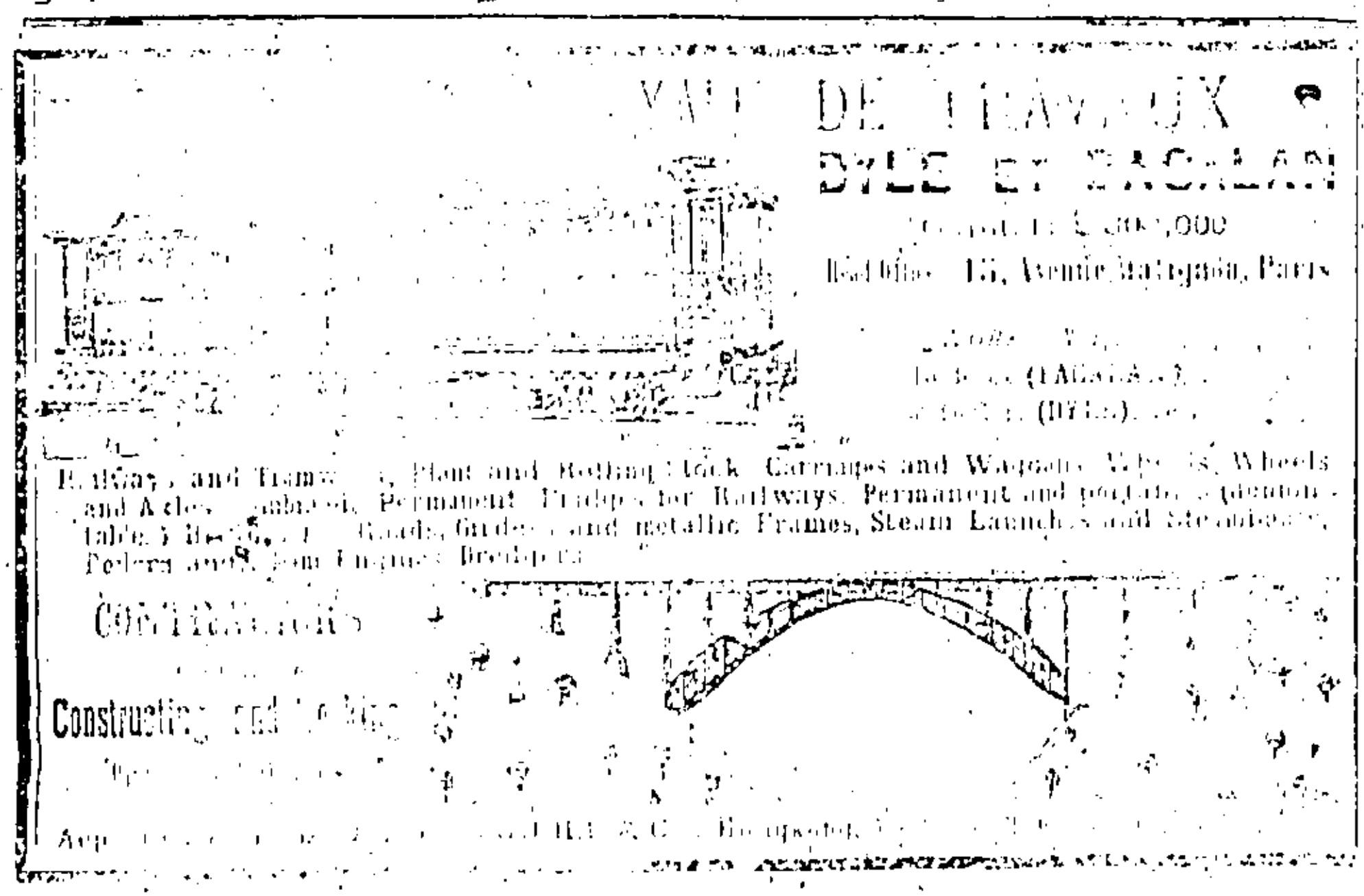
MINERAL COLZA, (300 Fire Test).

A high grade burning Oil for Ship Lights, Light Houses, Tram Cars and Railway Trains, and for all uses where a highest degree of safety is required.

MINERAL WAX.

Crude, Semi-refined and Refined.

ORDERS SPECIFIED and LOWEST PRICES QUOTED.



## WHAT VITALITY MEANS.

Vitality is your measure of force, or power. Thin bodies and feeble old persons have little of it. When the system is unable to assimilate the food, food of food, vitality becomes low.

## Scott's Emulsion

Is above all other remedies in giving vitality. It makes no difference whether the deficiency is in the system in infancy or in old age. When the food fails to assimilate, Scott's Emulsion will be found the most effective remedy. It is the most concentrated food of food.

Sole Agents for Hongkong and the Empire of China: WATKINS &amp; Co., Hongkong.

## THE NEW FRENCH REMEDY.

## THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Roustan, Jobert, Velpaud, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually suppressing infection, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, secures, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, iodo-potassium, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured at 2/6 and 4/0 per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON &amp; Co., Limited, Hongkong, China and Manila.

## SERRAVALLO'S FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC OF PERUVIAN BARK AND IRON.

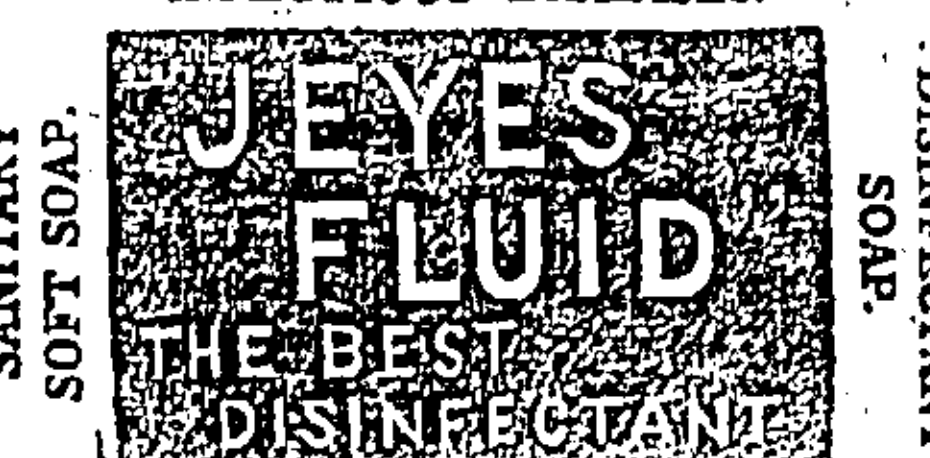
Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong: A. S. WATSON &amp; Co. Hongkong, 1st September, 1896.

## NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



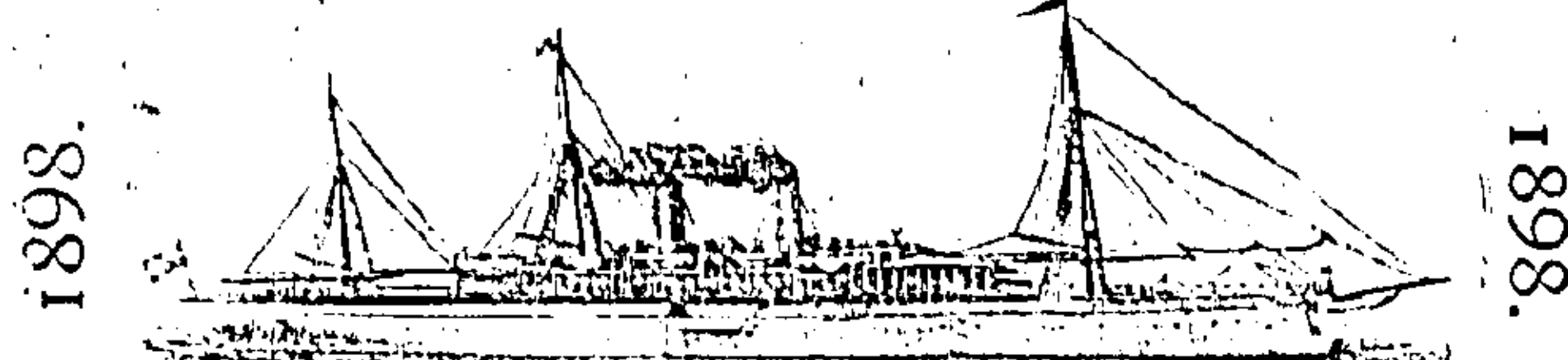
AVOID ALL RISK OF OUTBREAK BY ITS USE. W. G. HUMPHREYS &amp; Co., Bath Buildings, Hongkong, 9th March, 1897.

## THE LEADING CATERERS.

MENU, BILLIARD TABLES and LIQUORS to all others. THE GRILL ROOM. Hongkong, 1st September, 1897.

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



**SAFETY. SPEED. PUNCTUALITY.**  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—6000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.  
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 21st Dec., 1898.  
EMPRESS OF INDIA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 18th Jan., 1899.  
EMPRESS OF CHINA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 15th Feb., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 22 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC COAST CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pender's Street.

Hongkong, 24th November, 1898.

## CANADIAN PACIFIC RAILWAY COMPANY.

FOR HONOLULU, PACIFIC COAST, CANADA, AND THE UNITED STATES.

THE C. P. R. Company's Steamship

"PART-R" 4,435 tons gross register, will be despatched on or about THURSDAY, the 8th December, for VICTORIA and VANCOUVER, B.C., via NAGASAKI, KOBE, YOKOHAMA, and HONOLULU.

The Vessel has excellent accommodation for Saloon Passengers. Through tickets issued to all points.

Through Bills of Lading issued to Japan, Honolulu, Pacific Coast, Canadian, and United States Points.

For information as to Rates of Freight and Passage Money, &c., apply to D. W. CRADDOCK, Acting General Agent.

Hongkong, 26th November, 1898.

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## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 15th Dec., 1898.

AMERICAN MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 14th Jan., 1899.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 7th Feb., 1899.

## THE Steamship

"NIPPON MARU."

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 15th December, 1898, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways; and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same if required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 2nd November, 1898.

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## NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Victoria... [1,367] J. Panten... Dec. 6.  
Tacoma... [2,811] W. Smith... Dec. 10.  
Glenn... [3,750] J. McGilvray... Jan. 10.  
Olympic... [2,608] J. Truebridge... Jan. 14.

ALSO FOR PORTLAND, OREGON.

IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Lennox... [1,677] Williamson... Dec. 24.  
Columbia... [2,665] A. Cow... Jan. 28.  
Monmouthshire... [2,874] W.A. Evans... Feb. 18.  
Lennox... [1,677] Williamson... Mar. 11.

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table.

Doctor and STEWARDNESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to Europe are provided by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL, CARLILL & Co., General Agents.

Hongkong, 30th November, 1898.

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## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"BALLARAT."

Captain C. L. W. Field, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 10th December, at NOON, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; and other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 28th November, 1898.

## SAILING VESSEL.

FOR NEW YORK.

THE "3/3 A. I. I. American Ship."

"REUCE," Captain Adams, having arrived, will lead for above port and will have quick despatch.

For Freight, apply to: ARNOLD, KARBURG & Co.

Hongkong, 2nd November, 1898.

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## Mails.

## NORTH GERMAN LLOYD.

(Freight Service.)



## HAMBURG AMERICA LINE.

(East Atlantic Service.)

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

## PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*KONIGSBERG ...	HAVRE AND HAMBURG	About 14th December
*CHRISTIAN ...	HAVRE AND HAMBURG	About 22nd December
*HEIDELBERG ...	HAVRE AND HAMBURG	About 31st December
*SIBIRIA ...	GENOA AND HAMBURG	About 5th January
*HILDEBRANDT ...	HAMBURG AND ANTWERP	About 7th January

\*These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

Hongkong, 1st December, 1898.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOLEKA &amp; SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Belgian King... [1,373] Thursday, Dec. 15  
Carlin City... [3,003] ... Jan. 15  
Carmarthenshire... [2,929] ... Feb. 15

At NOON.

HE Steamship

"BELGIAN KING"

will be despatched for SAN DIEGO via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on or about THURSDAY, the 15th December, at NOON.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 8th November, 1898.

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## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 22nd Dec., at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 21st Jan., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 16th Feb., at Noon.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 22nd December, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways; and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 28th November, 1898.

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## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Durk (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 8th Dec., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 5th Jan., 1899, at Noon.

Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 31st Jan., 1899, at Noon.

THE Company's Steamship

"DURK"

will be despatched to SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 8th December, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in service of China and Japan, and to Government officials and